



Reaching out

U.S. officer spends time aboard Chilean sub. See story on page A-2.



Experience sunset

MWR brings Sunset in the Park to Pearl Harbor. See story on page B-1.

Strike group rolls into RIMPAC

Stennis “surge” carrier group takes on war game

J02 Barrie Barber
RIMPAC Combined Information Bureau

The nuclear-powered aircraft USS John C. Stennis (CVN 74) proved what it means to be a “surge” carrier strike group during Rim of the Pacific 2004 (RIMPAC) exercise.

It demonstrated its ability to be on station when and where it is needed with a 600-mile transit at 31 knots “without a light flickering” in less than 18 hours.

The carrier traveled from Exercise Northern Edge in the rough seas of the Gulf of Alaska to RIMPAC, now underway around the Hawaiian Islands.

“The rapid arrival shows the ability to surge carrier strike group power during Summer Pulse ‘04,” said Rear Adm. Patrick M. Walsh,

commander of Carrier Group 7. “Summer Pulse, which ties in with RIMPAC, demonstrates the U.S. Navy’s ability to surge seven carriers in five theaters to give national leadership the ability to project naval power around the globe.”

RIMPAC is now testing the strike group’s ability to collaborate with the navies of six other nations in the largest maritime exercise in the Pacific.

“Anytime we have an opportunity to work with allies, we benefit from it and the allies benefit from it,” Walsh said as he stood on the flight bridge while fighter jets boomed off the deck. “The direct benefit we get is to identify where the conflicts are, where the challenges are.”

The time saved in working out those differences today means less time dealing with



U.S. Navy photo by Photographer’s Mate 3rd Class Kevin Eichelberger

The Nimitz-class aircraft carrier USS John C. Stennis (CVN 74) steams her way out to sea. Stennis and Carrier Air Wing Fourteen (CVW-14) are taking part in the multi-national maritime exercise “Rim of the Pacific 2004” (RIMPAC).

those issues again when the strike group sails on deployment or into battle with coalition forces, Walsh said.

“We look at the problem the same way so we have the benefit of cross work from

one navy to the next,” he said.

Nearly 18,000 military personnel from each of the nations participating with RIMPAC – Canada, Australia, Japan, South

Korea, Chile and the United Kingdom - are embarked with the strike group, Walsh said.

Chilean Navy Lt. Cmdr. Fernando Cabrera, a RIM-

▼ See STENNIS, A-6

ATGMIDPAC earns Ashore Safety Award

J02 Devin Wright
Staff Writer

Connie DeWitte, Deputy Assistant Secretary of the Navy (Safety), awarded Afloat Training Group Middle Pacific the Secretary of the Navy’s 2003 Ashore Safety award Tuesday at the ATG MIDPAC training facility on Ford Island.

“For your aggressive awareness to safety, you have all raised the bar of safety standards Navy-wide,” said DeWitte to the senior leaders mustered in front of the training facility. “By integrating your operational standards with safety, you demonstrated unmatched success,” said DeWitte. “It’s important to shine the light on people and organizations that they are doing the right thing the right way.”

ATGMIDPAC is the main training facility in the Middle Pacific Navy Region Hawai’i. ATGMIDPAC holds a variety of training classes and scenarios for fire fighting, rescue swimmers, anti-terrorism and more for ship and shore based commands.

Over the past two years ATGMIDPAC has had no on-the-job reportable incidents involving safety.

ATG MIDPAC’s high and medium risk training evolutions makes this award all the more remarkable.

“It’s an honor to have earned this award,” said commander of ATGMIDPAC, Capt. David Armitage. “We try to make our training scenarios as realistic as possible by occasionally using live ammo, watercrafts, things that can be potentially dangerous on a daily basis. To have no safety incidents in the past two years is astonishing and is a real tribute to our senior professionals who take safety



U.S. Navy photo

Deputy Assistant Secretary of the Navy (Safety) Connie DeWitte praises instructors and staff at Afloat Training Group, Middle Pacific (ATG MIDPAC), for winning the 2003 Secretary of the Navy Achievement in Safety Ashore Award.

seriously everyday.”

One of those senior leaders is Chief Sonar Technician Surface (SW) Bradley Waters, an instructor and the course manager for the vessel board search and seizure non-lethal weapons course ATG MIDPAC.

“We don’t want to see anybody get hurt,” said Waters. “More importantly, nobody wants to be the one hurt. So we stress safety daily. We go over what to do if someone gets hurt. We go over what to do if it looks like someone

might get hurt. We not only train for anti-terrorism, we train for safety.”

The Ashore Safety Award also offers ATGMIDPAC a bit of bragging rights.

“Everybody likes a pat on the back,” said Waters. “This award may be a great recruiting tool for us, because everyone wants to work with the best of the best.”

This is the second Secretary of the Navy Safety Ashore Award for ATG-MIDPAC. The first was awarded in 2002.



U.S. Navy photo by J01 Daniel J. Calderon

Victor Flint, fire inspector for the Federal Fire Department, inspects the electrical panel in building 665 on Naval Station Pearl Harbor. The building was damaged by fire July 10.

Civilian ‘hero’ prevents major fire damage

J01 Daniel J. Calderón
Editor

Before 1 a.m. July 10, Gary Hockett was outside his building when he noticed the smoke and called 911.

The switchboard received the call around 12:48 a.m. and dispatched firefighters within two minutes. Less than five minutes after being dispatched, fire trucks were on scene to assess the situation. Because of his actions, a fire that had the potential to destroy building 665 on the submarine side of Naval Station Pearl Harbor was stopped before it reached a “flash point.”

“When we arrived on scene, we noticed the smoke was light to gray,” said assistant fire chief Glenn Ka’auwai of the Federal Fire Department.

Ka’auwai said the smoke indicated incomplete combustion and said it also showed a readiness for the

fire to flash since it was seeking a source of oxygen.

“Kudos to security for not opening the building,” he said.

According to Ka’auwai, if the security personnel had forced open the doors to investigate, the fire could have used the rapid influx of air to flash and consumed the entire building.

With the fire, the building suffered about \$750,000 in damage. Senior Chief Sonar Technician (submarine) (SS) Chris Hunt, who worked at the building, said the 53 individuals who worked at building 665 have been relocating throughout the week. The building was home for Submarine Forces Pacific N4-force maintenance and modernization.

“We’ve relocated most of the people to building 1341, with the exception of a few that are at a different place,” said Hunt.

Hunt said the building is on the historic registry but

▼ See FIRE, A-7

Reservists, civilians keep RIMPAC ships supplied at sea

J02 Barrie Barber
RIMPAC Combined Information Bureau

Naval Reservists and civilian mariners work side by side aboard SS Cape Girardeau (T-AK 2039) during Rim of the Pacific 2004 (RIMPAC) exercise.

These Reservists from around the country are putting what they know into real-time experience, supporting U.S. and foreign navies in the largest maritime exercise in the Pacific.

“It’s the one time we can actually do line underway replenishment,” said Cmdr. Dallas Scholes, officer in charge of the military detachment on board the Girardeau. “It helps the Reservists take all their knowledge, all their training and focus it.”

“This is a chance to not only feel like Sailors, but to prove

we’re here,” said Storekeeper 3rd Class Christian Vargas, a line rigger aboard ship from Cargo Afloat Rigging Team (CART) C-101 based at Alameda, Calif. “We’re not just drilling and practicing something that we could be doing at sea.”

The civilian Sailors “get a lot of knowledge and fulfillment and commitment to what we do,” said Senior Chief Boatswain’s Mate Joseph Rendon of CART C-101 and the senior enlisted leader aboard the vessel.

The U.S. Navy detachment of about 40 Reservists from around the nation are responsible for putting dry stores and ammunition aboard ships.

The civilian crew of 38 handles everything else, from manning the pilothouse to cooking meals.

“The Navy is our customer and we don’t have any other

reason to exist without them,” said Chief Engineer David Winter of San Francisco, Calif. “We end up being able to speak the same language and get to where we have to go.”

“It’s gelled well over the years,” said Doug Nagy of Santa Rosa, Calif. and master of the vessel. “We know what they have to do.”

CART C-101 Reservists drill aboard the ship when it’s homeported in Alameda. Along with that detachment, CART citizen Sailors from detachments A-401 in Earle, N.J.; D-201 in Brunswick, Maine; and G-113 in Youngstown, Ohio, are participating in RIMPAC.

The major military exercise around the Hawaiian Islands has nearly 18,000 personnel from seven nations: the United States, Canada, Australia, Japan, South Korea, Chile and the United Kingdom. The RIMPAC arma-

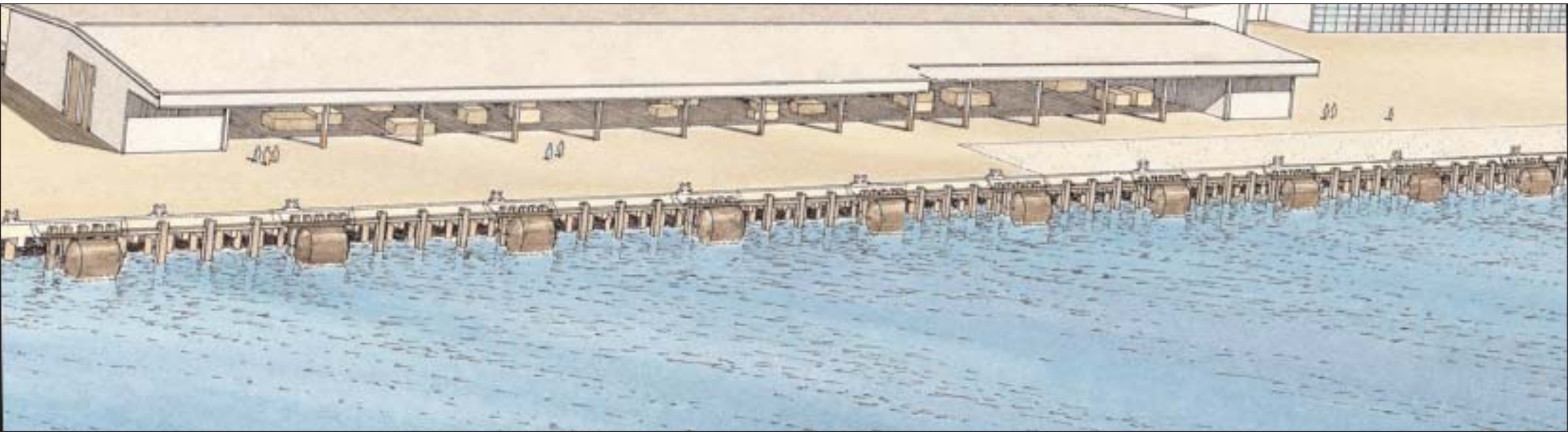


Image courtesy of Pearl Harbor Resident Office in Charge of Construction

This image shows the proposed finished view of the improvements to Kilo piers under the new construction project which began Wednesday.

ROICC breaks ground to refurbish Kilo piers

JO1 Daniel J. Calderón
Editor

The Resident Office in Charge of Construction (ROICC) held a ground blessing and began a new construction project Wednesday at Kilo piers on Naval Station Pearl Harbor.

"From a region standpoint, this represents preparation for the future. It represents growth for the future," said Capt. Ronald Cox, commander Navy Region Hawai'i and commanding officer for Naval Station Pearl Harbor. "I'm looking forward to the end results and what that means to our Navy ohana."

The project is a follow-on to a previous construction endeavor which reconstructed 450 feet of concrete wharf deck, piles and fenders. The current project, being completed by Miller/Watts Constructors, Inc., will refurbish 240 additional feet and will widen the entire length of the pier from 50 feet to 135 feet.

"This will increase the capacity and provide a safe operational area for our customer," said Alan Oshiro, construction management engineer for ROICC. "This will help them in their day-to-day operations in handling equipment."

Oshiro said their main customer is the Fleet Industrial Supply Center. Capt. Stephen Olsen, FISC commanding officer, was on hand for the ground blessing.

"It's great to see you guys here," he told Diane Miller, president of Miller/Watts, and Denny Watts, CEO for Miller/Watts, during his remarks at the blessing. "I think this will be a great step forward for us."

The project is scheduled to be completed by June 2006. The cost will be about \$28 million. Miller/Watts will strengthen the pier to accommodate heavyweight container-handling forklifts and 140-ton mobile cranes. In addition, they will tear down waterfront transit shed 478 and build a new facility.

"The team we've assembled for this project is a senior team and we think they're going to do a tremendous job," said Watts. "When people ask me why I like working with the military, I tell them that I enjoy working with people of integrity and I like contributing to them doing their job."

Watts said this translated into a great sense of satisfaction with his work.

"We're not only proud of what we bring to the table," Watts began, "but that in some small way we are a part of your mission. That gives us a great sense of pride and I thank you very much for this opportunity."



U.S. Navy photo by JO1 Daniel J. Calderón

(Left to right) Denny Watts, CEO for Miller/Watts Constructors Inc.; Diane Miller, president of Miller/Watts; Capt. Ronald Cox, Commander Navy Region Hawai'i and commanding officer for Naval Station Pearl Harbor; Capt. Stephen Olsen, commanding officer for FISC; and Capt. (sel) Stephen Bell with ROICC Pearl Harbor break ground at the ground blessing for the new Kilo pier construction project Wednesday.

U.S. officer bridges language barrier aboard Chilean sub

JO2 Thomas McIntyre
RIMPAC Combined
Information Bureau

Seven nations are currently participating in Rim of the Pacific (RIMPAC) 2004, a multi-national exercise which consists of a wide variety of military evolutions, including carrier strike group operations, amphibious assault forces and anti-

submarine warfare.

The exercise scenarios demand flawless communication between participating countries, which could prove to be challenging for non-English speaking nations. So when Cmdr. Angus McColl received a call from Submarine Pacific Fleet Headquarters requesting him as the American liaison to the Chilean Submarine SS

Simpson (SS 21), it did not take long for him to accept because he has done it before.

"I worked with the Chileans in 2001 on the SS Thomson and really enjoyed it," said McColl, executive officer of NROTC Los Angeles Consortium, referring to his three-week stint aboard the Thomson. "Working on the Simpson gives me a chance to work on a diesel submarine which is not an opportunity readily available in the U.S. Navy," he explained.

The time spent aboard Simpson also gives McColl an insightful look into the Chilean Navy. "I find it fascinating to see how they conduct submarine warfare," the submariner said.

"The crew is very professional and dedicated. We realize that there are some incredible professionals in the Chilean Navy and we benefit from that exchange," he added.

Chile has participated in RIMPAC since 1996. This year they sent the frigate Lynch (PFG 07) and Simpson to participate in the exercise.

"It is an honor to be participating with the world's biggest Navy in such a beautiful place," said Lt. Cmdr. Jorge Parker, Simpson's executive officer. "We are looking forward to having more contact with the other navies involved in the exercise as well," he said.

"Chile gets a chance to operate their submarine with the world's best Navy," said McColl. "They are very excited about that."

McColl also said that the U.S. Navy also benefits from joint exercises with Chile.

"We get a lot of goodwill by operating together. The professional exchange from my time aboard Simpson is very good," he said.

McColl's stay aboard Simpson is an example of what RIMPAC is all about: enhancing the tactical proficiency of participating units in a wide array of combined operations at sea, while enhancing stability in the Pacific Rim region.



U.S. Navy photo by JO2 Thomas McIntyre

Cmdr. Angus McColl of San Diego uploads a message while aboard Chilean submarine SS Simpson (S 21). McColl is the American liaison to Simpson for Rim of the Pacific (RIMPAC) 2004 Exercise.

Letter to the Editor

What is a ‘Navy wife?’

Remember when you couldn't wait to turn 18 because that's when you would officially be an adult and out on your own? Then the first time the rent payment was due and you didn't have the money, you ran back to your parents and asked if you could move back home. That's how I felt about being a Navy wife. I thought that being married to a Sailor automatically signed me up in the Navy wives' club, that I already knew the rules and regulations. It takes more than marriage to be a Navy wife. It takes something I never learned while serving on active duty.

At my first duty station, I was responsible for setting up and photographing retirements. At my first retirement ceremony, I was shocked to discover that the wife of the retiring service member receives a plaque and letter of appreciation. I never understood why. What did she do? This was his day of recognition and I wasn't sure what the wife had to do with anything. It was very touching, but it was a part of the ceremony that I never quite "got."

When my husband made chief, I started to get an inkling of understanding, but it wasn't until I exchanged my white active duty card for the pink "dependent" card, that I finally "got" it.

'Navy wife' is more than just a title. It is a phrase that encompasses the actions that must be performed by the spouse of a Sailor. She is the mother, the father, the driver and the accountant. Quite frequently she is the chef du jour, the math teacher and the childcare provider. Occasionally, she is the party giver, the hostess and the public relations specialist. Above all, she is the one who made the decision: Do I understand this Navy life and stand behind my man or do I not?

While serving on active duty I met many Navy wives, but didn't give them the credit they deserved. In my limited view, I was meeting a bunch of women who were suckers, giving up their careers, often quite lucrative, to follow a man around the world. I thought, how absurd. What could be worth the subjugation of oneself to another? Why did they give up their careers for many lonely nights while he is away on a cruise? Why do they marry into a life where they give

birth to their first child alone because the spouse is on deployment? Why send him cookies and notes and instead of telling him how much he is missed, why not tell him they're lonely and they hate this life? It never made sense to me what these women did and I was very adamant that I would never be that way. When I separated from the Navy, I would go back to law school and have my career. My husband would have to understand that my career was important and that I had no intention of picking up every three years to follow him around. I think back in laughter of my naiveté.

We marry men whose first responsibility will always be service to their country as long as he wears the uniform. We know this going in, we know what this entails, and we know we married a Sailor. When our men are out to sea or overseas or on deployment, our world is viewed through quite a different lens. When I write to him, I cannot tell him I miss him. I tell him about the minutiae of my day and what the cats did. I cannot tell him that I hate being alone and this separation is tearing my heart out. I instead write that I've taken up gardening and have met some great people in my aerobics class. I tell him these things because he has a job that must be done. He can't do his job if he's worrying about how I'm handling the separation. Whether I'm happy 3,000 miles away is something he need not think about. It is my job, it is my duty, to make sure that I lift his spirits as much as possible. It is my job, it is my duty to meet him piersonside with a smile, not a long list of all the things that have gone wrong while he was away. It is my job to be a Navy wife.

The Navy wife stands strong beside her man because she can do nothing else; this is the life she chose in order to be with the man she chose. I did not go back to law school; instead, I started my own business that can travel with me. I love my husband and I would tour the world and back to be with him.

When he goes back to sea, I will be sad, but I will regale him with stories of what our daughter is doing or give him fanciful tales of the cat chasing geckos and lizards. I have accepted all the hats I must wear and I do this gladly. I do this because I am a Navy wife and I stand behind my man as he stands for his country.

Andrea M. Kane

Taking a stroll through downtown Honolulu



Sailors and other military members walk along in the heart of downtown Honolulu at Fort and Hotel streets in July 1945. This photo was taken by a Pearl Harbor Banner photographer who climbed through the window of Velma's Beauty Salon to get it from a canopy over the sidewalk.

U.S. Navy photo

Hawai'i kids getting ready to go back to school

Commentary
JO1 Daniel J. Calderón
Editor



For those of you with kids, this really isn't news. For us, living near Pearl Harbor Kai and Pearl Harbor Elementary Schools, we've been busying ourselves with going to the exchange buying school uniforms and supplies, getting ready for that most wonderful time when kids are back in school and out of the house, keeping things quiet for the stay-at-home parents.

Of course, for people with no kids, it

may not be as big a deal. Back to school time is just like any other time. But it isn't — not really.

As I walk to work, I notice people in my neighborhood and on Center Drive zooming by me. I don't have a laser speed gun handy to know for sure, but I'm positive these drivers are not doing the posted speed limit. It's 15 mph in the neighborhood and 20 mph on Center Drive.

I'll repeat that last one — the speed limit on Center Drive is 20 miles per hour. It's not 30 or 40, as I believe more than a few people would be clocked at as they cruise along that road.

Pearl Harbor Kai Elementary is on Center Drive and kids will be walking to

and from school starting next week. The school houses kindergartners to sixth graders. If you're zooming along at 30 to 40 mph and you hit one of these kids, it's unlikely he or she will survive the impact.

Take the time to look around your neighborhood and take note of the speed limits there. The limits are posted for a reason.

Slow down.

If you feel you have to hurry to get to work, leave the house earlier so you have enough time to negotiate the traffic through neighborhoods, on Center Drive or wherever you happen to go. There's no job that's so important that you should endanger the life of a child.

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Hawai'i Sailors 'talk story'

Operations Specialist 1st Class Jay Eisenzimmer

Operations Specialist 1st Class Jay Eisenzimmer's (OS1) collections represent a timeline of memories, but he admits that most of them have grown simply because people do not know what to buy for him.

Eisenzimmer collected books as a child, but when he joined the Navy 19 years ago, like most Sailors, he did not have the luxury of bulky possessions.

That's when he and his friends began buying sports cards, opening packages during their off time, and completing their collections until Eisenzimmer had several complete sets and some duplicates.

He and his wife, Alma, have been married for 13 years and they have a daughter and son, ages 8 and 11. The collections have only grown as the family has gotten bigger.

The couple collects salt and pepper shakers from the places they visit, including Mickey and Minnie shakers from Disneyland, peach-shaped ones from Georgia and hula dancers from Hawai'i.

Another of Eisenzimmer's collections is replicas of lighthouses he has seen.

His favorite is the Statue of Liberty because he said people don't really think of it as a lighthouse. He started collecting lighthouses because to him "They are a symbol of coming home."

Eisenzimmer and his family plan to make their home in Hawai'i when he retires next year and they have just bought a house in Ewa Beach.

"We figured Hawai'i afforded us the opportunity to slow down our life and focus on our family," said Eisenzimmer.

Although things are better now, Eisenzimmer and his family arrived in Hawai'i four years ago under more trying conditions.

Their son, Jason, had to be medevaced from Osawa, Japan to Oahu. On Dec. 11, 2000, Jason was diagnosed with acute lymphoblastic leukemia (ALL) at Tripler Army Medical Center.

As a result of his son's illness, Eisenzimmer's movie collection has now reached over 500 titles. Eisenzimmer commented that he and his family have always watched movies.

"For us, movies mark time," he said and recalled that his son's first movie was "The Lion King."

Vital statistics

Name:
Jay Eisenzimmer

Hometown:
Grand Forks, N.D.

Duty station:
Navy Joint Mobile Ashore Support Terminal (JMAST) Pacific

Job:
Global Command and Control Surveillance System (GCCS) Maritime

Favorite part of the job:
It's something very different from typical OS work.

He explained that with leukemia and chemotherapy, "You can't go out in the sun. You can't do this. You can't do that....If you catch a cold it could be something disastrous," so during the treatment the family often stayed indoors and watched movies.

Eisenzimmer's most recent collection is reproductions of swords



Photo courtesy of OS1 Jay Eisenzimmer

OS1 Eisenzimmer and his two children display their family coat-of-arms and a sword at their new home in Ewa Beach. The sword and family emblems are part of Eisenzimmer's personal collection of reproduction swords.

and two shields with his family's crests on them. He said that he tries to get two of everything. That way, when his children have homes of their own they will have collections to remind them of family memories and their parents.

Whether it's swords or salt and pepper shakers, movies or lighthouses, for Eisenzimmer and his family these collections all have one thing in common, "They all represent significant times in our life."

Navy’s experimental ‘Sea Flyer’ heads to San Diego

JOSN Ryan C. McGinley
Staff Writer

Navatek Ltd. and the Office of Naval Research (ONR) have completed the first phase of a technology demonstrator known as the “Sea Flyer,” a naval ship redesigned with underwater hull form technology that improves stability and speed. “The Office of Naval Research’s primary mission is to ensure technological superiority,” said Gary Jensen, director, Greater Middle Pacific branch ONR. “In order to ensure technological superiority, you have to look at new technology and you have to get beyond the laboratory stage and start building technology demonstrators to demonstrate to the acquisition community and the fleet that this is technology that can be important,” he explained. Under an \$18 million con-



Image courtesy of Navatek Ltd.

This photo enhancement shows the underwater hull form technology on the “Sea Flyer” which gives the vessel improved stability and speed. The technology allows the hull to fully lift out of the water at high speeds.

tract, Navatek Ltd., a Hawai'i-based company that researches and develops advanced ship hull systems, equipped the Navy's SES-200 ship with a 170-ton Navatek underwater lifting body that enables the hull to be fully

out of the water at higher speeds. Navatek's patented technology is similar to that which NASA uses with spacecraft. “There are a lot of similarities why a craft underwater should be shaped like a craft

re-entering the earth's atmosphere,” said Steven Loui, president of Navatek Ltd. “The ‘art of the possible’ is that we want to find what kind of speed and sea keeping you can get from this hull form.”

With the hull almost completely out of the water at higher speeds, Navatek has seen a significant increase in stability over comparable vessels.

“There's been an 80 percent reduction in motion, compared to a ship of similar size,” said Loui.

He also said this would improve the capability to land a helicopter on a ship smaller than 5,000 tons, approximately the size of a patrol boat and possibly a frigate size vessel. Jensen added that while the ship is significantly more stable at sea, there are even more advantages.

“It's certainly fascinating technology. It's a very stable ride,” he said. This kind of technology gives you that slow

speed stability as well as high-speed stability. [But] one of the big advantages it gives you is not only is it stable at speed, but it's stable when you're sitting dead in the water.”

Loui said the most successful part of the process has been how effectively the vessel met their expectations during the test phases.

“The part that we believe was the most successful was that our speed, resistance [and] motion predictions were within two to three percent of the actual performance,” said Loui. “Proving that we can predict the performance and how the hull form performs, that sort of satisfies ONR's vision of showing the rest of the Navy what's the art of the possible,” he continued.

After completing tests and demonstrations here in Hawai'i, Navatek and ONR are towing the vessel to San Diego where it will perform more demonstrations and participate in exercises on the West Coast.

“The first stage of our testing was quite successful and now when we go to San Diego, we'll be able to expose the technology and concept to more Navy people on the West Coast,” said Loui.

The technology is still in the development phase, and the Navy has no plans as to how they will proceed with the hull form.

“We've demonstrated that this hull form has some unique and very positive attributes, but in the end the Navy has to determine where and how those attributes can be used,” said Loui. “It's up to [them] to determine where it's applicable, if at all, and what features are desirable.”

While no decision has been made, Jensen said it's apparent that the technology creates promising aspirations for the future of the Navy.

“It's something of value to the Navy,” said Jensen. “There is a desire to see what you can gain from this kind of underwater hull form technology.”

Reservists help strengthen waterfront

Sean Hughes
Pearl Harbor Naval Shipyard
Public Affairs

As active duty and reserve Sailors fight the new world's wars together overseas, they also serve critical jobs closer to home. On the waterfront at Pearl Harbor Naval Shipyard, they prepare the Navy's surge-capable surface and submarine forces to go into harm's way. Approximately 800 active duty uniformed personnel serve next to over 4,200 Navy civilians at the yard (many of whom are reservists themselves), while another 300 Naval Reserve officers and enlisted personnel perform their two weeks of annual active duty training (AT) in various shipyard shops, codes and projects throughout the year. “It's not a drill weekend force; it's

an operational support, 'get-to-your-supported command'-type force,” said Vice Adm. John Cotton, commander of the Naval Reserve, in a recent interview with Proceedings Magazine. “The Naval Reserve needs to be thought of as one system of the Navy, not a separate and unequal force as it has been in the past, with separate politics, equipment, funding, and policies,” he said. “ We have to put together a human resources strategy that is a continuum of service.”

This strategy equates to about 3,600 additional “man-days” of training per year for Pearl Harbor Naval Shipyard alone. The yard accounts for its labor costs in terms of each “man-day,” or each person's full day of work in the yard on a particular project. This reservist training helps the yard's bottom line, the reservists, and the Navy. “The bot-

tom line here is surge capability,” said Capt. Frank Camelio, shipyard commander. “We have to look at all our available resources to make sure we are ready to provide a flexible, skilled workforce, sized to the needs of the Navy's operational commanders.”

In a formal agreement between the shipyard and the Hawaii Federal Employees Metal Trades Council, AFL-CIO, Naval Reservists provide this “national resource.” The agreement notes that the goal of shipyard reserve integration “is to train Naval Reservists to be familiar and have actual work experience with the naval submarine and/or ship maintenance and repair” to support the command's mission.

“We want support from Hawaii resident reservists and others to augment our workforce during peak (workload) periods,” said Dave

Stock, the shipyard's operations planning manager, and a retired Naval Reserve captain. “This is in conjunction with the national effort to apply specific qualified reserve assets where and when possible at all naval shipyards to support surge in response to the Fleet Response Plan.”

With training and augmentation as the major objectives of the shipyard's formal agreement, real-world waterfront support and training applies to a variety of assignments in shipyard operations, quality assurance, engineering, safety, information technology and more. Incoming reservists may take over an active shipyard position for two weeks during someone's absence, analyze shipyard business processes, provide training, or, in the case of many enlisted reservists, even augment the waterfront mechanics in

the regional maintenance of Pacific Fleet Navy ships and submarines. “Many of the enlisted reservists are prior active duty and bring a wealth of experience from their in-rate skills, as well as from their civilian experience and background,” said Stock.

“The vision of the Naval Reserve is simple and fundamental: ‘Support to the fleet, ready and fully integrated,’”Cotton said. “Our objective is to become a relevant component of an integrated Navy operational force.” That integration relevancy is thriving on the Pearl Harbor waterfront, where active duty and reserve Sailors join Navy civilians to keep the Pacific Fleet “fit to fight.” For more information on Pearl Harbor Naval Shipyard, visit www.phnsy.navy.mil. For more information on the U.S. Naval Reserve, visit www.navalreserve.com.

Greeneville receives Navy Unit Commendation

JOC(SW/AW) David Rush
COMSUBPAC Public Affairs

The crew of USS Greeneville (SSN 772) received the Navy Unit Commendation from Rear Adm. Paul F. Sullivan, Commander Submarine Force, U.S. Pacific Fleet June 22, pierside onboard Naval Station Pearl Harbor. According to Cmdr. Lee Hankins, USS Greeneville's commanding officer, the award is the result of a team effort. "This award is the culmination of the hard work of an outstanding crew over the past several years. They have put their hearts and souls into their work and this is a reflection of their incredible teamwork."

The submarine's Chief of the Boat, Master Chief Machinists Mate Tim Pew, said the hard working crew is responsible for receiving the award. "It's all about the crew's esprit de corps.

They did the work and made it happen," said Pew. "The junior personnel, in particular the ship's control party, were outstanding. The morale and can do attitude remained high and the crew is willing to do another deployment at moment's notice," Pew added.

According to Sullivan, USS Greeneville's crew consistently did an outstanding job. "They know what it takes to do the job and they performed their tasks superbly with enthusiasm on a constant basis. They absolutely deserve the award and I'm proud to have them serving in my Navy," said Sullivan.

Former Secretary of the Navy James V. Forrestal established the Navy Unit Commendation on Dec. 19, 1944.

The Secretary of the Navy may award the Navy Unit Commendation to any unit of the Navy or Marine Corps that distinguishes itself by outstanding heroism in action against an

enemy (but not sufficiently to justify the award of the Presidential Unit Citation).

It may also be awarded to a unit that distinguishes itself by extremely meritorious service not involving combat (but in support of military operations), which renders that unit outstanding when compared to other units performing similar service.

USS Greeneville is the 61st Los Angeles-class submarine and the 22nd improved Los Angeles-class attack submarine.

Construction began on March 1, 1990 and her keel was laid on April 16, 1992 at Newport News Shipbuilding and Drydock Company.

The Pre-Commissioning Unit Greeneville was officially manned on Jan. 19, 1994 and christened on Sept. 17, 1994.

USS Greeneville returned to its homeport of Pearl Harbor on Feb. 27, following six months at sea with the Navy's first Expeditionary Strike Group (ESG 1).



U.S. Navy photo by F. Sullivan, Commander Submarine Force, U.S. Pacific Fleet on June 22, pierside onboard Naval Station Pearl Harbor.

Submarine Duty Pay increase set to take effect Oct. 1

Chief of Naval Personnel Public Affairs

The second phase of the planned two-phase rate increase to submarine duty pay will become effective Oct. 1.

This phase of the rate increase will primarily affect officers in the ranks of lieutenant to captain and will range from \$110 to \$240 per month based on grade and time in service.

The first phase of this rate adjustment was implemented October 1, 2002 and was primarily targeted to enlisted personnel and junior officers.

"We are pleased to be able to complete the rate increase plan," said Lt. Cmdr. Jeff Manning, officer community manager for the submarine community. "It recognizes the hard work and sacrifice of submariners across the fleet."



U.S. Navy photo by PHAN Danielle M. Sosa USS Louisville (SSN 724) gets underway from Naval Submarine Base Point Loma, Calif., to conduct routine exercises.

Specific rate changes can be found online at www.persnet.navy.mil/pers42.

For more information, please see NAVADMIN 145/04 available on the worldwide Web at www.bupers.navy.mil.

Submarine Squadron One gets new commodore

JO3 Corwin Colbert
COMSUBPAC Public Affairs

Capt. Michael Zieser relieved Capt. Cecil Haney as Commander, Submarine Squadron One (COMSUBRON One), in a change of command ceremony on July 8 onboard USS Greeneville (SSN 772) at the Naval Station Pearl Harbor submarine piers.

Rear Adm. Paul F. Sullivan, Commander Submarine Force, U.S. Pacific Fleet, was the principal speaker.

"A lot is expected of a submarine squadron commander. These submariners are solely responsible for the readiness of the assigned submarines as they deploy west potentially into harms way," said Sullivan. "They are the ones who say 'good to go.' For the past two years, everything that has occurred at Squadron One has been the responsibility of Cecil Haney," he said.

"In a short time, that responsibility will rest squarely on Capt. Mike Zeiser's shoulders. This ceremony is our means to clearly articulate that shift. Picking Greeneville for this ceremony is quite symbolic, but any of your ships would be well-qualified. However, I think it is particularly fitting that this ceremony takes place aboard this fine ship," he said.

"It is also great to be here to recount the tremendous achievements of Cecil Haney over the past two years. Consider the vast changes that the submarine force, our Navy, our country and the world, have undergone during that short period. Haney's tour was charac-

terized by exceptional vision and aggressive performance," he said. "He is the embodiment of quiet confidence and professional competence," said Sullivan.

During his speech, Sullivan presented Haney with the Legion of Merit Medal for exceptionally meritorious service as commanding officer.

Afterward, Haney expressed appreciation for his tour.

"This award is received knowing full well that although addressed to me, it represents the hard work, dedication and perseverance of my team, the Submarine Squadron One team, including the six submarine crews assigned," said Haney.

"Having returned from an outstanding deployment earlier this year, this ship was recently awarded a Navy Unit Commendation for successful operations on deployment. She was the first submarine to be a part of two of our Navy's transformational experiments of the Advanced Seal Delivery System's first deployment and the first submarine to deploy with the first Expeditionary Strike Group," said Haney.

"Now, what minor success I might have had here at Submarine Squadron One, has all been due to the outstanding people our submarine force continues to attract and retain. I have been blessed by more than my fair share of superstars," he said.

After Haney read his orders and officially turned over his command to Zieser, Zieser welcomed the guests and made brief remarks.



U.S. Navy photo by JO3 Corwin Colbert Capt. Michael Zieser is piped ashore after assuming command of Submarine Squadron One. Zieser relieved Capt. Cecil Haney during a change of command ceremony on July 8 at Pearl Harbor Naval Station's submarine piers.

Task group reaches Malaysia for next CARAT 2004 phase

Lt. j.g Todd Spitler and JOC Melinda Larson
CARAT Task Group Public Affairs

The five-ship Cooperation Afloat Readiness and Training (CARAT) Task Group arrived in Kuantan, Malaysia on Monday for the fourth phase of the 2004 edition of the CARAT exercise series.

Held annually throughout Southeast Asia, CARAT began in 1995 by combining a number of existing exercises into a series to be conducted sequentially. The CARAT Task Group arrived from Thailand where that phase was conducted June 30-July 9. CARAT Singapore was May 31-June 11 while CARAT Brunei took place June 21-26. The final phase will occur in the Philippines.

The ships' arrival was a lively one; traditional Malaysian dancers and musicians performed on the pier as Sailors watched and then joined the artists for photographs.

"The dancers and musicians gave us a wonderfully warm and colorful welcome to Malaysia," said Capt. Buzz Little, commander of Destroyer Squadron One and the U.S. CARAT Task Group. "It's a great beginning to the Malaysia phase of CARAT."

More than 1,500 U.S. Sailors and Coastguardsmen from the task group, including Navy F/A-18F, F/A-18C, P-3C and SH-60 aircraft, are taking part in the exercise, along with several Royal Malaysian Navy (RMN) ships and personnel and aircraft from several Royal Malaysian Air Force squadrons. A team of U.S. Army veterinary personnel is also participating.

The CARAT Task Group is made up of the U.S. Coast Guard high endurance cutter Mellon (WHEC 717), the dock landing ship USS Fort McHenry (LSD

43), the guided missile destroyers - a CARAT first - USS Russell (DDG 59) and USS McCampbell (DDG 85), and the rescue and salvage ship USS Salvor (ARS 52).

CARAT Malaysia phase officially kicked off with a brief ceremony shortly after the ships' arrival.

"CARAT can be likened as a bridge between our armed forces to improve combined capabilities and interoperability," said First Adm. Mohammed Noordin Bin HJ Ali, commander of the RMN's Naval Area 1, during the ceremony. "I hope both parties will learn from one another, share experiences and knowledge and most importantly, enhance the bond of friendship between people of different creed and culture."

A wide range of exercise events are scheduled here, including seamanship, at-sea communications, air-to-air combat, diving and salvage, amphibious operations and vessel boarding.

The Portable Allied Command, Control and Communications Terminal (PAC3T) system will be put to use and demonstrated for the first time during the Malaysia phase of CARAT, installed at the CARAT headquarters. The system allows the two navies to communicate securely and provides an "operational picture" that can track the locations of participating units.

In addition, a variety of seminars in support areas such as medical, logistics and public affairs are scheduled, as are social events.

"Apart from exercises involving armed forces from both nations, the local community will also benefit from this exercise," Noordin said. U.S. and Malaysian personnel will work together on several community service, and medical, dental and veterinary civic action projects.



U.S. Navy photo by Lt Chuck Bell Drummers from a traditional Malaysian Kompang group look on as Sailors assigned to the dock landing ship, USS Fort McHenry (LSD 43), attach the ship's banner to the brow.

This is the 10th year of CARAT Malaysia.

The U.S. CARAT Task Group is based in San Diego, as is USS McCampbell. The cutter Mellon is homeported in Seattle. USS Russell and USS Salvor are homeported in Pearl Harbor, Hawaii. USS Fort McHenry is part of the U.S. Seventh Fleet's forward-deployed naval force (FDFNF) operating from Sasebo, Japan. The F/A-18s and crews are assigned to Strike Fighter Squadrons (VFA) 195, 192 and 102, forward deployed to Atsugi, Japan. The SH-60 and crew are attached to Helicopter Anti-submarine Squadron Light (HSL) 49, based at Naval Air Station North Island, Calif. The P-3C and crew are from Patrol Squadron (VP) 46, based at Whidbey Island, Wash. The U.S. Army veterinary team consists of personnel assigned to the Western Pacific District Veterinary Command in Guam.

Rules restrict political activity for DoD members

Donna Miles
American Forces Press Service

With election activity steadily picking up, defense officials remind members of the military and Defense Department civilians that they're subject to rules regulating their involvement in political activities.

Epstein said two sets of rules help protect the integrity of the political process: a DoD directive for active-duty service members and the Hatch Act for federal civilians. These rules keep the military out of partisan politics and ensure that the workplace remains politically neutral, he said.

Epstein said DoD encourages both groups to register to vote and vote as they choose and to urge others to vote. Both groups can sign nominating petitions for candidates and express their personal opinions about candidates and issues, but only if they don't do so as representatives of the armed forces. Also, all federal employees can make contributions to political organizations or candidates.

Beyond that, the list of dos and don'ts differs widely, depending on whether the employee is an active-duty service member, a rank-and-file civil service employee, a political appointee or member of the career Senior Executive Service, Epstein said. Of all DoD employees, the

men and women in uniform have the most restrictions regarding political activity, he explained. A 1993 revision to the Hatch Act freed most civil service employees to engage in political activities outside the workplace that were once forbidden, although many restrictions still apply.

For example, service members as well as government civilians can attend political meetings or rallies.

Military members can attend only as spectators and not in uniform. They're not permitted to make public political speeches, serve in any official capacity in partisan groups, or participate in partisan political campaigns or conventions.

On the other hand, civilian employees governed by the Hatch Act may be active in and speak before political gatherings, or serve as officers of political parties or partisan groups. They also are permitted to manage campaigns, distribute literature, write political articles or serve as a spokesperson for a party or candidate.

Military members generally aren't permitted to campaign for a political office. Civilian employees are, as long as it's a nonpartisan election.

More details about restrictions on DoD military and civilian employees' political activities are posted on www.osc.gov/ha_fed.htm and www.dtic.mil/whs/directives/corres/html2/d134410x.htm.

Stennis: Exercises help keep ship's crew always 'on the go'



U.S. Navy photo by PHAN Charlie Whetstone
Aviation Electrician's Mate 3rd Class Jose Salas (bottom) of Los Angeles, Calif. and Aviation Electrician's Mate 3rd Class Jason Rose of San Diego, Calif. perform altimeter checks on an HH-60H Seahawk from the "Black Knights" of Helicopter Anti-Submarine Squadron Four (HS-4) in the hangar bay aboard USS John C. Stennis (CVN 74). Stennis and Carrier Air Wing. Fourteen (CVW-14) are taking part in the multinational maritime exercise "Rim of the Pacific 2004."

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PAC liaison officer, said despite his nation's small size, it's working hand-in-hand with foreign navies that are stronger together as a multinational force than operating independently alone.

"We don't have this kind of ship in our country so it's a different way to use our assets," said Cabrera of Valparaiso, Chile.

In the post-Sept. 11, 2001 world of terrorist attacks, the focus has shifted to capabilities and collaboration with allies in the global war on terrorism, Walsh said.

Canadian frigate HMCS Vancouver (FFH 331), for instance, sailed with the Stennis Carrier Strike Group during Operation Enduring Freedom.

Today, RIMPAC keeps the Stennis crew on the go.

"We have an awful lot of work to do right now," said Capt. David H. Buss, Stennis commanding officer.

The fury of flight deck operations with F-14 Tomcats and F/A-18 Hornets launching and landing on the aircraft carrier left an indelible impression on the foreign observers aboard.

"It's in a word, awesome," said Royal Australian Navy Chief Petty Officer Lex Davison of Canberra, Australia.

Summer Pulse '04 is the simultaneous deployment of seven aircraft carrier strike groups (CSGs), demonstrating the ability of the Navy to provide credible combat power across the globe, in five theaters, with other U.S., allied and coalition military forces. Summer Pulse is the Navy's first deployment under its new Fleet Response Plan (FRP).

For more information about Summer Pulse '04, visit the CFFC Web site at www.cffc.navy.mil/summerpulse04.htm or visit the Summer Pulse '04 Navy NewsStand site at www.news.navy.mil/local/pulse04.

PWC Pearl Harbor leads energy awareness training

Denise Emsley
PWC Public Affairs

Over the past year, Navy Public Works Center, Pearl Harbor (PWC) North, under the coordination of Nate Eisenpress, PWC's energy manager, has taken the lead within Navy Region Hawai'i on energy awareness training.

PWC North has held 14 training sessions conducted by Dan Saenz, a Region energy specialist from the Region energy team, training more than 259 personnel.

"It's extremely impressive to see someone take up the challenge and be proactive on energy conservation in the way PWC North has," said Saenz, energy specialist. "So many people see energy conservation as a burden and an unnecessary 'thorn in their side.'"

The awareness training consists of a 30-minute class that explains the purpose behind Navy Region Hawaii's "Take Charge Hawaii" program, how the self-help program works and introduces the latest energy-efficient technology through a demonstration of selected products.

"The 'Take Charge Hawaii' program is merely a way to reinforce the importance of the Region's policy on energy reduction goals," explained Saenz. "It's simply a checks and balances effort."

This unique program at Pearl Harbor, currently the only one of its kind on a U.S. naval installation, directs the Region energy team to make unannounced visits to audit energy usage in Region buildings, specifically focusing on air conditioner temperature settings and usage, lighting and computer energy management, and water waste.

No fewer than 30 buildings are audited each week with a summary of findings provided to the Region's energy program officer.

The self-help program also encourages the identification of energy conservation measures (ECMs) by both the energy team and/or the occupants of buildings for the purpose of introducing energy efficient technology using Region funding.

These ECMs can include new technologies, such as occupancy sensors or lock boxes on temperature controls and the retrofitting of older technology, the most common being T12 fluorescent (magnetic) ballasts and lamps to



Photo by Denise Emsley

Dan Saenz, a Region energy specialist from the Region energy team, shows Navy Lodge employees energy saving light bulbs available for use at home and at work.

T8 electronic ballasts and more energy-efficient lamps.

During energy awareness training, personnel are shown the important differences in technologies and educated in 'delamping' and 'decommissioning' of fluorescent lighting as well.

"One of the greatest advantages of the training is that individuals learn about energy-saving technologies that can be implemented not only at work, but at home as well," remarked Saenz. "Plus, when people begin to practice new habits at home, there's a greater chance that the new behavior will be practiced at work. It's a win-win situation."

The energy awareness training focuses on changing old habits that waste energy and encourages the implementation of new technology.

"I've attended many of the energy awareness training sessions conducted at PWC North," said Eisenpress, "and I've noticed people leaving the class to be excited and interested in learning more so that they could incorporate energy conservation in their private lives. This training provides a great kick-start to change old habits."

In addition to PWC North personnel, employees at Arizona Hall and the Navy Lodge have also attended the training.

Missouri welcomes two-millionth visitor



Photo courtesy of the USS Missouri Memorial Association

The Battleship Missouri Memorial's two-millionth visitor, Rick Oas (left), receives a U.S. flag flown aboard the Battleship Missouri from Don Hess, president and chief operating officer of the USS Missouri Memorial Association, the non-profit caretaker of the Mighty Mo.

California man visits 'piece of history' on Ford Island

JOSN Ryan C. McGinley
Staff Writer

The Battleship Missouri Memorial welcomed its two-millionth visitor July 7 at 10 a.m. on Ford Island, a milestone for the five-year-old floating museum in Pearl Harbor.

Rick Oas of Solvang, Calif. was the lucky visitor, in his first visit to the island of Oahu. His wife and two children accompanied him.

"It is an honor and a privilege to be the two-millionth visitor," said Oas. He said he chose to visit the memorial because, "It was a chance to walk aboard a piece of history."

Don Hess, president and chief operating officer of USS

Memorial Association, Inc. and Tim Guard, vice chairman of the board, presented Oas with several gifts, including a USS Missouri admiral's cap, a commemorative teak plank constructed from a piece of the Missouri's deck, a complimentary family tour and other miscellaneous gifts.

"The outpouring of support from visitors from around the world inspires us in our efforts to preserve the Missouri - an American icon of peace and strength for future generations," said Hess. "When we opened a memorial in 1999, we were greeted by a steady stream of visitors from around the world that has yet to subside. Our success would not be possible without our visitors

whose contribution make the Battleship Missouri Memorial's continuing operation possible," he remarked.

The Polynesian Cultural Center, Atlantis Adventures, Sea Life Park, USS Bowfin Submarine Museum & Park and Waikiki Trolley each provided the Oas family with invitations to their attractions.

According to Keith DeMello, senior account executive, admissions to the Missouri have increased by 37 percent from this same time last year.

The Battleship Missouri opened to the public Jan. 29, 1999. The 887-foot battleship served the United States in three wars over a five-decade span and is best known as the site where Japan signed the Instrument of Surrender on Sept. 2, 1945, ending World War II.

Teen supports troops with letter-writing campaign

Samantha L. Quigley
American Forces Press Service

Too young to don a uniform and actively fight the war on terror, Jeremy Jenson, 16, is doing the next best thing. He's supporting those doing the fighting.

Jenson, of Anoka, Minn., will be a junior at nearby St. Francis High School in the fall. He has spent nearly 18 months making sure that many deployed troops in Afghanistan and Iraq get something at mail call. But if not for persistence, and some help navigating the proper channels, his efforts would not be reaching those troops.

Just after the war started, Jenson, hearing bad news from the Middle East, decided to do something positive.

Jenson began e-mailing the webmaster of the 88th Regional Readiness Command at Fort Snelling in St. Paul, Minn. Randall Ciechna, the unit's chief information officer, said the request seemed simple enough -- Jenson wanted addresses of deployed soldiers so he could write letters of thanks. Initially, his efforts were met with rejection. However, "no" was not an acceptable answer for Jenson. He kept at it, angering some in the process, Ciechna said.

"We had our lawyers write him a letter that said, 'You're interfering with government communications, and if you don't stop,' basically, 'we're gonna get mad at you,' " Ciechna said.

That official statement prompted Jenson to call Ciechna to find out exactly how much trouble he was in with the government. Only then, Ciechna said, did he realize Jenson was 14 and offering to help.

The best Ciechna could do was make contact with deployed service members in senior positions and provide

Jenson's address. It was up to them and their troops to decide whether to communicate with the teen.

Plenty took Jenson up on his offer of correspondence.

Finding help to answer all those letters wasn't always easy. "It was a little touchy when I started," Jenson said.

But that seems to have changed. To date, with help from members of his church, friends, family and even his high school history class, he has mailed more than 1,000 hand-written letters and dozens of packages in support of deployed troops. For his efforts, he has more than 100 e-mail pen pals, has received flags flown in Iraq from two different units and received countless thanks.

Not satisfied with his accomplishment, Jenson started a Web site to match would-be letter writers with addresses for troops interested in receiving mail. His home page, which includes links to military sites and a picture page where troops can post updates for family and friends, gets more than 2,000 hits a day.

It's this dedication that prompted Ciechna to nominate Jenson for the Commander's Award for Public Service. Brig. Gen. Michael W. Beasley presented Jenson with the award during the 88th RRC's annual awards banquet. At the time, Jenson was 15 and the youngest recipient of any medal awarded by the command.

That changed and school-work improved, which is good, as Jenson said he wants to go to college and study computer science before joining the military. He is still "really into" the letter writing, though, and hopes to encourage more participation through his Web site. Ciechna said Jenson is well known and respected within the 88th RRC. "He's destined to be in the military, and destined to be a leader," he said.

Submariner receives warm Alaskan homecoming



Ketchikan Daily News photo Scott Bowlen
USS Louisville's (SSN 724) ST3 Lawrence Armour (far right, red shirt) and his wife, Michelle Armour, are greeted at the state ferry terminal in Ketchikan, Alaska by members of Klawock's Heinya Kwaan dance group.

Fire: Security, civilian ‘saved the day’

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there is a caveat in the listing saying a building can be demolished if there is a casualty, such as a fire. Ironically, the building had been scheduled to be renovated in August. The remodeling was to include a sprinkler system for the building among other improvements.

"Right now, they're trying to decide on whether they're going to renovate or demolish the building," said Hunt. "Originally, there were no plans for such extensive work. Now, we have to factor in [hazardous material] abatement like lead in the paint and asbestos in the floor tiles."

Fire investigators believe the blaze began in the wiring system.

"I think it was a combination of how the building was wired, circuit overload and rodent infestation," said Federal



U.S. Navy photo by J01 Daniel J. Calderón
The fire in building 665 spread through the overhead along the false ceiling.

Fire Department Victor Flint investigator. "When the building was built in 1936, I'm sure the power supply was

adequate, but as technology has changed, the power load was increased."

Although the fire didn't damage the structural integrity of the building, there was internal damage. This included damage to furniture and computer equipment. An NMCI mainframe was destroyed in the blaze, but Flint said NMCI technicians salvaged some of another.

The official reason for the fire is listed as being electrical in nature. Flint said the fire began in a power panel and spread through the overhead along the false ceiling. Flint echoed Ka'auwai's praise to the first people on the scene.

"He's a hero," said Flint about Hockett. "Because Gary Hockett took a few seconds to call 911 when he noticed something was wrong, he saved the day."

Picking up pop flies on Pearl Harbor



U.S. Navy photo
Mark Durbin, with COMPACFLEET, hauls in a pop fly while playing shortstop at the COM-PACFLEET Admiral's Cup softball tournament Wednesday. The tournament was held at Ward Field on Naval Station Pearl Harbor.

RIMPAC tennis tournament promotes ‘love’ for country

JO2 Jessica B. Davis
U.S. Pacific Fleet Public Affairs

James VanHess and Raul Duka, two USS Chosin (CG 65) Sailors, tied for first place in the Rim of the Pacific (RIMPAC) singles tennis tournament, when Duka got a cramp and they both agreed to call it even July 2.

The two were also doubles partners winning the doubles tournament July 1. They bounced from court to court at Pearl Harbor's Wentworth tennis courts for three days, playing against 45 other tennis players from the U.S., Korea, Canada and Australia who were in Hawaii for RIMPAC.

"I really liked having athletic competition with the other navies," said Operations Specialist 1st Class (SW) Everet Mooney from Afloat Training Group Middle Pacific, a semi-finalist, defeated by Duka. "Although we do a lot of exercises out to sea, it's nice to have some camaraderie amongst our allies."

Almost 18,000 military personnel from seven nations are engaged in combined and joint operations in the waters surrounding the Hawaiian Islands throughout July.

The purpose of RIMPAC 2004 is to improve multinational cooperation and interoperability between allies.

But not all of RIMPAC is war games. Other games are being played and creating international relations these Sailors wouldn't get at sea.

"I think sports bridges the gap between people because when you participate in a sports activity with other folks, you have something in common," said Sheldon Kennel, Morale, Welfare and Recreation tennis director. "I think it's great for international relations."

Ships from the seven nations left Pearl Harbor July 6 to begin the Pacific Fleet's war games.

"I'm sure while they're doing this exercise,



U.S. Navy photo by JO2 Jessica Davis
OS1 (SW) Everet Mooney moves in close for a backhand shot during the Rim of the Pacific tennis tournament semifinals.

they are working together, communicating via radio, working with other ships and other countries," Kennel said. "I think it's important for them to get to know each other here socially through sports."

Tennis is just one of the sporting events that was held before the Sailors left. Sailors also competed in other racquet sports such as quash and racquetball. But one thing for sure, these Sailors come from all around the Pacific, and are interacting through sportsmanship, as well as operations.